### HAD TO GET RICH IN ICE BUSINESS, SAYS THIS DEALER

Invested \$600 by Accident and Made Fortune in Six Years.

### CASH ALL CAME HIS WAY

Remarkable Testimony of W. F. Lyons, Who Controls Kansas City Output.

KANSAS CITY, July 14 .- W. F. Lyons president of the Central Ice Company, told at the investigation here of the methods of the alleged ice combine, how he started in the business six years ago with a capital of \$600, made a profit of \$45,000 in first year, and now is head of a \$400,000 corporation, doing more business than any two other ice concerns in the city combined.

His story of the enormous profits in the business created astnoishment until he told of the cost of making ice and the prices charged for it. Then the investigators readily saw that his tale of how fortune smiled on him was no exaggeration.

was from \$1.75 to \$1.85 a ton. It costs the small consumer \$10 a ton, and Mr. Lyons felt aggrieved that the ice dealers were "too timid" to force the big consumers in the business district to pay somewhere near the same figure.

Two Advances in Price.

Mr. Lyons told of making two advance this season in the price of ice sold to the peddlers-on April 1 and on May 1. 'How did you come to raise the pric on the 1st of April?" was asked. "I heard that the People's Ice Company was going to raise the price on that date, so I raised it."

"Well. I am not in the ice business as a philanthropist. I wanted to get all I

could for my ice."

The first advance was of \$1 a ton Later he made an additional increase when he heard that the other com-

panies intended doing so.

Mr. Lyons said he knew of no combination in the ice business. "But it is not necessary this year," he added. In reply to further questioning Mr.

If I had the making of the price of ice, it would be higher on the business sales than it is now. The downtown trade today cught to be paying \$7 a ton. It is due to the timidity of the ice men that the price is not higher. I say timidity. I won't say cowardice, but it is business timidity and moral timidity."

Iceman by Accident.

Many careers have turned upon trifles, If his friend Tom Bear, of Higginsville, had not borrowed a couple of hundred dollars from him, Lyons might never this enterprise he invested \$200,000, just have gone into the ice business at all. 1,000 times as much as he had loaned to If there had not been a providentially warm winter preceding the summer of 1901, and if Mr. Lyons had not been shrewd enough to corner all the natural ice crop of the season, he would not himself thoroughly familiar with all its have become the ice magnate of this details, and organized the Central Ice

Mr. Lyons was born forty-four years ago on a farm in Lafayette county, was sent to Frank and Trans of age. He United States outside of New York and was sent to Emery and Henry College Brooklyn. The combined output of the was sent to Emery and Henry College in Washington county, Va., and after graduating at that institution, he attended successively Chicago and St. Louis law schools. He came to Kansas City in 1886, after his graduation from the St. Louis school. He was supplied with exceedingly modest means, and while he acquired a fair reputation as a lawyer, he made little money at it.

Brooklyn. The combined output of the three other largest factories here just about equals that of his.

NEW PHONE SYSTEM

Turns to Politics.

He was something of a mixer and naturally gravitated toward politics. He early took a prominent part in local Democratic affairs, and ten years after Quick Communication Now Between the his arrival he was nominated for State senator and elected. He served his full term of four years as State senator, and then resumed the practice of law. He went to the senate poor and he came back with the reputation of being no

back with the reputation of being no richer.

In 1900 Bear, an old friend, borrowed \$200 from Mr. Lyons to buy out a modest little coal business, which he carried on during the winter. When spring came and coal was a drug on the market, Mr. Bear proposed to Mr. Lyons that they go into the ice business, to keep the horses bpsy until the coal season rolled around. Nothing was further from Mr. Lyons' mind than to go into the ice business. He knew little or nothing about it. He had taken no part in the coal business, and had small funds to engage in any business at all. He raked together just \$600, and on the modest capital the first year's business was done.

From the Leid Pasking Company to

capital the first year's business was done.

From the Laid Packing Company ice was bought for some time, but the Dolds abruptly refused to sell any more, and Mr. Lyons applied to James Yates, an icemaker, for enough ice to supply his limited clientele. If Bear had had the courage to go ahead with the business at this juncture Mr. Lyons might not have engaged in it, but Bear was timid and instrated on working for a salary. In this way Mr. Lyons literally was forced to become an ice man himself in order to save that \$600.

Corners the Crop.

The winter of 1900-1901 was very mild and there was little natural ice harvested in this visinity. This was the tide in the affairs of Mr. Lyons which he took at the flood. He went North on a still hunt after ice and cornered the available supply of about 50,000 tons. Following the mild winter there was an unprecedented hot summer. For weeks the thermometer registered 10) degrees, and the artificial ice made here could not half fill the demand.

could not half fill the demand.

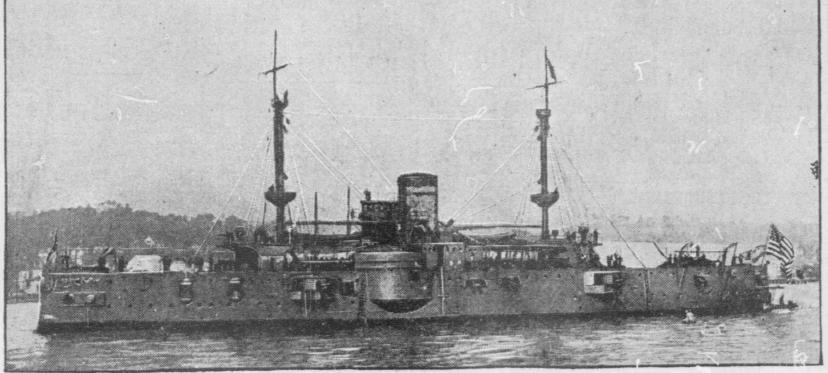
There was no natural ice to be had for love or money except from Mr. Lyons. Train after train came from Minneapolis and St. Paul laden with nothing but Lyons' ice. Men stopped him in the street and begged him to sell them ice at \$1 per hundred. He paid from \$5 cents to \$1.25 per ton in the North, paid from \$1.50 to \$2 freight, and sold it here for all the way from \$3.50 to \$4 at first to \$6, \$10 and as high as \$12 per ton as the season advanced.

That was the beginning of his fortune. He cleaned up something like \$50,000 on the summer's work, and then he had a bad year, when he lost \$2,000. But the next two years were good ones, and he cleaned up about half as much each year as he had made during the banner year.

banner year.

In the winter of 1904 he was in a position to build an ice plant of his own. Up to this time he had been buying all his natural and manufactured ice, and

## Old Texas, Navy Hoodoo, to Fight No More



THE BATTLESHIP TEXAS

# Was First American Battleship, and Redeemat the Government yard at Norfolk, and under the supervision of Naval Constructor Bowles, now at the head of a structor Bowles, now at the head of a big shipbuilding company in Massachubig shipbuilding company in Massachubig shipbuilding company in Massachubia the firing had loosened screws and done other damage.

"With her days of usefulness in the the reputation of being the "hoodoo" work for which she was designed passed, the Texas, the first battleship the number of seemingly unaccountable cided by the Navy Department officials fully her amount of valiant service at that the warship named in honor of the Guantanamo and Santiago. Lone Star State will never again take her place in line with other battleships or with any warships in fleet or squadron formation, unless she should be pressed into use by the advent of war, and this is not probable.

Can't Make Her a Fighter.

A few weeks ago the Texas was docked in the Norfolk navy yard for repairs, when an examination conrinced the officials that it would be useess to overhaul the ship. Consequently it was decided to hold her in reserve, and now Secretary Bonaparte has practically concluded that she shall be sent to the new navy yard at Charleston, S. C., to serve indefinitely as a receiving

and training ship.

The six 6-inch guns of the Texas

have been removed at the Norfolk yard, but it is likely that the two 8-inch turret guns will remain on the ship for

was in a position to deal in large quantities. The plant at Twentieth and Campbell streets at first had a capacity of 125 tons per days, but has just been enlarged to a capacity of 250 tons. In

his friend four years before,
He worked early and late, spending

eighteen hours a day for weeks and months building up his business, making

Company, in which he owns all the

From \$600 he has built up a plant

Several Government

Departments.

The recommendation of the sub-

committee of the Keep Commission relative to the establishment of the in-

ter-department telephone system went into effect on the first of July, when

the system was installed in all of the

When the lines are not direct from on

department to another, as they are with the White House, which has a tie-line

yet with the special switchboard in the Telephone Exchange, one department

can connect with another almost imme-

diately, so that in point of time hardly

The new system works to perfection.

The departments and their branches are as heretofore, the department swith-hoard going direct to all branches.

departments.

second is lost.

and hoodoo of the American navy, will accidents that overtook her from time spend the remainder of her time quietly to time, and this name stuck to her till in harbors as a reserve ship. Old, time-the Spanish-American war, when, under worn, totally out-of-date in plan and the new command of Capt. "Jack" er of construction, it has been de- Philip, she redeemed herself and did

Regard Her Kindly.

Anxious Wife Took Poison,

Then Three Letters

Come.

JACKSON, Mich., July 14.-Because

three letters from her husband William

Hyzer of Pittsburg, did not reach her

when they should, Flora Bycraft Hyzer

committed sulcide. The first mail de-livered after the girl wife's death

brought the three letters from the husband, marked with a rubber stamp, "De-

Hyzer and Miss Bycraft were secret-

y married six months ago in Yypsi-

anti, in spite of opposition of the girl's

ather. Shortly after Hyzer returned to

his parents' home in Fittsburg. When his letters stopped his giri bride feared

he had repented and deserted her. She

KISSED COMPANION;

waited two weeks and then swallowed

a question the New Jersey courts are

called upon to decide. Mrs. William C. MacoDnald, of Tenafly, holds the

affirmative, William Perry of the same

place, the negative.
According to Mrs. MacDonald, she

other, they chatted. While he was ac-companying her home, she says, he sud-

denly embraced and kissed her. She

caused his arrest, and he has been held

HELD FOR ASSAULT

NEW YORK, July 14.—Does kissing constitute assault and battery? That is a question the New Jersey courte assault

and and Perry returned from New York on the same train, and, knowing each

ayed" and "Missent."

ship was finally completed and launch ed at the Norfolk navy yard in the spring of 1892. It was a great official and social event—the launching of America's first great battleship—so the cream of Washington official circles and society was present. Even foreign diplomats were invited.

In describing launching, it is usually

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Her War Service.

Captain Philip was placed in co mand of the Texas in the fall of '97, and it was said at the time that he wondered what grudge the Navy Department had against him. When war was on the Texas, under the capable command of Philip, did her share of and describing launching, it is usually said that the "gallant ship glided gracefully down the ways into the ways," but in describing the launching of the Texas a writer might have disposed of it briefly by saying that "the cumbersome warship slid awk-wardly down into the water and turned turtle."

Thing, the shared of blockading duty, both at Havana and Santiago. She silenced the guns or Guantanamo forts, in a most remarkable manner. When Philip was ordered to his task he feared he would never wardly down into the water and turned turtle." blockading duty, both at Havana and Since "Jack" Philip brought her through safely, made her show her speed, the strength and reliability of her guns, and her ability to keep her "feet," the old vessel has been looked upon kindly and tenderly by the older naval officials, more particularly since the hero that commanded her in the only real action she ever experienced, passed away two years, almost to a day, after her work before Santiago, after having been raised to the rank of rear admiral.

In the early days she was the butt of every joke ridiculing the navy, both at home and abroad, till the Texas became known the world over as a clumsy, imitation battleship, that would sink herself the moment she saw an enemy's gun pointed toward her.

It was near the close of Cleveland's Administration that construction of the safelared that her guns as a filt briefly by saying that the cumbersome warship slid awk wardy down into the water and turn.

Born Unlucky.

That was the beginning of the bad luck of the Texas—the ship was born unlucky, everyone said. The first time to the tore, the Texas was ever taken into New York harbor for the people of the metropolis to view the nation's battle-ship, she ran her nose into the mud, after her work before Santiago, after having been raised to the rank of rear admiral.

When the vessel was sent out to sea, she would roll and tumble in a storm like a frail craft; it was even at the story of the battle, said the Texas became known the world over as a clumsy, imitation battleship, that would sink herself the moment she saw an enemy's gun pointed toward her.

It was near the close of Cleveland's Administration that construction of the said that it tries was ever taken into New York harbor for the people of the matter and turn.

Born Unlucky.

Born Unlucky.

Born Unlucky.

Born Unlucky.

The take he feared he would town safely out of the harbor channel. But he did, and every see marveled and congratulated him. In the b ome time yet.

In her earlier days the Texas acquired Administration that construction of the Then it was declared that her guns mander was Capt. George A. Bicknell.

AMUSEMENTS.

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RETURNING, leave the Beach at 6:35 a. m., 2:40, 6:00, 8:00, and 10:00 p.m.

SUNDAYS AND HOLIDAYS-GOING at 9:25, 10:30, 11:30 a. m., 2:30, 3:00, 4:00, 7:45, 9:45 p. m.

RETURNING at 7 a. m., 12:30, 1:15, 2:15, 6, 8, 9, 10 p. m.

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